A. Project Status Review
   - Small Starts Update
   - FEIS/FEIR Schedule

B. Response to Community Concerns: Project Modifications
   - Overview of Approach – Dual Door Buses
   - Examples of Problem Solving

C. Next Steps in Approval Process
   - Outreach Schedule
A. Project Status Review: Recruitment & Procurements

- Recruitment of BRT Director for Engineering & Construction – Currently open
- Procuring for Design Team (released July 20, 2011)
  - Solicitation Closes on Sept. 22 2011
  - Consultant Selection in October 2011
- Branding — Issue: 11/2011
- Program Management/Project Controls — Issue: 12/2011
- ROW consultants — Issue: 11/2011
- Vehicles — Issue: 10/12
A. Project Status Review:
BRT Project Schedule

- Schedule has been delayed to increase engineering levels associated with dual door project
- Delay allowed extensive project development with City and Caltrans input;
- Agreement with key staff and community stakeholders on major concerns
- Established the basis for upcoming third party agreements (maintenance)
- Traffic and Parking impacts are reduced globally along corridor
## A. Project Status Review: BRT Project Schedule

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<td>Prelim Eng.</td>
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- Critical path goes through design

- ROD: Preliminary Environmental Report Due: Aug '12
- PCGA w/ FTA: Preliminary Construction Graphics: Sept '13
- Construction: Apr '16
A. Project Status Review: Project Description – LPA

- 14.4 miles in Berkeley, Oakland and San Leandro
- Signal priority, off-board fare payment, level passenger boarding, safety and security features, pedestrian access improvements
- 47 rail-like stations (spaced 1/3 mile apart)
- Dedicated bus lanes (75% of corridor)
- \(\approx \$220\) million capital cost (high side)
- Other additional funding needed
A. Project Status Review: Project Description – Downtown Oakland-San Leandro (DOSL) Alternative

- 9.5 miles in Oakland and San Leandro
- Signal priority, off-board fare payment, level passenger boarding, safety and security features, pedestrian access improvements
- 33 rail-like stations (spaced 1/3 mile apart)
- Dedicated bus lanes (81% of corridor)
- $160 million capital cost (high side)
- No additional funding needed beyond existing commitment
## A. Project Status Review: Budget & Funding Plan

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B. Response to Community Concerns: Project Modifications

- **Example 1: 66th Avenue/Havenscourt & International Boulevard**
  - Remove dedicated lanes through offset intersection
  - One of only two locations where mitigation measures were insufficient

- **Example 2: 82nd Avenue & International Boulevard**
  - Conducted ancillary parking studies
  - Mitigate parking for peak usage periods
  - Move BRT station closer to senior facility
INTERNATIONAL BLVD @ 82ND AVE - OAKLAND - DUAL-DOOR BUS ALTERNATIVE - LOOKING SOUTHEAST
82nd Avenue and International Boulevard
C. Steps in Approval Process & Outreach Schedule

- September 2011 – Engineering Drawings updated to accommodate dual-sided buses
- October 2011 – Revised project AFEIS delivered to FTA
- January 2012 – FEIS released for public review with public meetings in Oakland & San Leandro; Caltrans PR completed
- April 2012 – Public hearing on FEIS/R Certification
- August 2012 – Record of Decision
C. Steps in Approval Process—Coming Attractions

- Establish parameters for Third Party Agreements, including maintenance, operations and recapitalization
- Begin Preliminary Engineering
- Right of Way Planning and Acquisition
6. Schedule Date and Time of Next Meeting

7. Future Agenda Items

8. Adjournment